

safely through many hours of flying in the dimly machines of the pre-war era, and through the many dangers of wartime aviation, the plane all but crashed into the sea in spin or nose dive. Each time his mind and body acting together in perfect unison brought the plane back to the horizontal once more, despite the fact that all around him stretched the white blanket.

It was reported here that Capt. Alcock even flew upside down for a time near the surface of the water, but this is doubted, because not even his great skill could right the great bomber in time to escape a plunge into the water if this were so. The big bombing planes are not built for "stunting," and his engines must have stopped in such circumstances, their gas supply from the upper wing cut off by the inversion almost immediately. Planes that can fly upside down have pressure gasoline feeds. The gas is in one tank in such a machine, the tank firmly secured in place. On the machine Alcock flew the gas fed by gravity from the upper wing tank, and the heavy tanks probably would have torn loose from the fuselage had the machine been inverted for more than a second.

Radio Sending Apparatus Injured.

Capt. Alcock explained the silence of the radio of the airplane, a silence which had filled their friends and, indeed the people of two waiting continents, with dread by the explanation that shortly after the start the little windmill or propeller which operated the generator of the apparatus had blown completely off in the great blast of the propellers soon after the airplane left Newfoundland. This prevented the use of the sending apparatus, but wireless signals could be heard in the north Atlantic.

"We were much jammed by strong wireless signals not intended for us," he added.

Capt. Alcock also despatched immediately official notification that he had landed and requested instructions of the Aero Club as to what they should do next. In this message the pilot merely gave the time of the flight, sixteen hours and twelve minutes. Seventy-two hours from the coast line of Newfoundland or other island or part of North America to the coast line of the British Isles was allowed to contestants in the *Daily Mail* \$50,000 prize flight, but the Vickers had needed less than a fourth of that time to win.

Inspector Is on the Way.

"Keep machine intact until observer arrives," the Aero Club telegraphed in reply to Capt. Alcock. It is necessary for the winning of the contest that an officer of the Royal Air Force must identify certain marks placed on the machine on the other side of the Atlantic. The Air Ministry said that probably one of the officers of the air service would leave Dublin by airplane to speed across Ireland to relieve the weary teamates, but so far no word that this has been done has reached here.

The speed made by the plane indicates that the gale of thirty or forty miles an hour which speeded the fliers eastward on their trip when they left Signal Hill behind them must have continued to help them for some time on their long flight or else they encountered with the fog and drizzle another favorable wind further out.

The wind at the start of the trip was of great service to the two voyagers, for not only did it help lift the heavily laden plane off the landing

field, but it aided in the most difficult part of the flight, the first miles in which the plane, with speeding engines, dragged its great weight of fuel heavily through the air. Disaster was more to be feared at this stage of the flight, when the engines were not yet warmed to their task, than at any other. As it happened, however, fog and not the burden of the overloaded plane was the principal difficulty of the trip.

Alcock's Hopes Exceeded.

How greatly the flight exceeded the expectations of Capt. Alcock is seen by the fact that he said before the start he hoped to average eighty-five miles an hour, starting at about seventy or seventy-five and speeding the lightened plane at the end of the trip. Actually he made thirty-five miles an hour more than he had hoped, which compensated somewhat for the doubled danger brought by the fog.

The words two miles a minute convey more of the idea of the speed made by the plane throughout the jump across the ocean than does 120 miles an hour, but the great speed is even better emphasized by saying that in each second of that long flight the great plane dashed 176 feet nearer her goal. Neither the fastest express train nor the swiftest automobile could hope to cover more than half the two thousand miles under ordinary conditions on the ground in the same time.

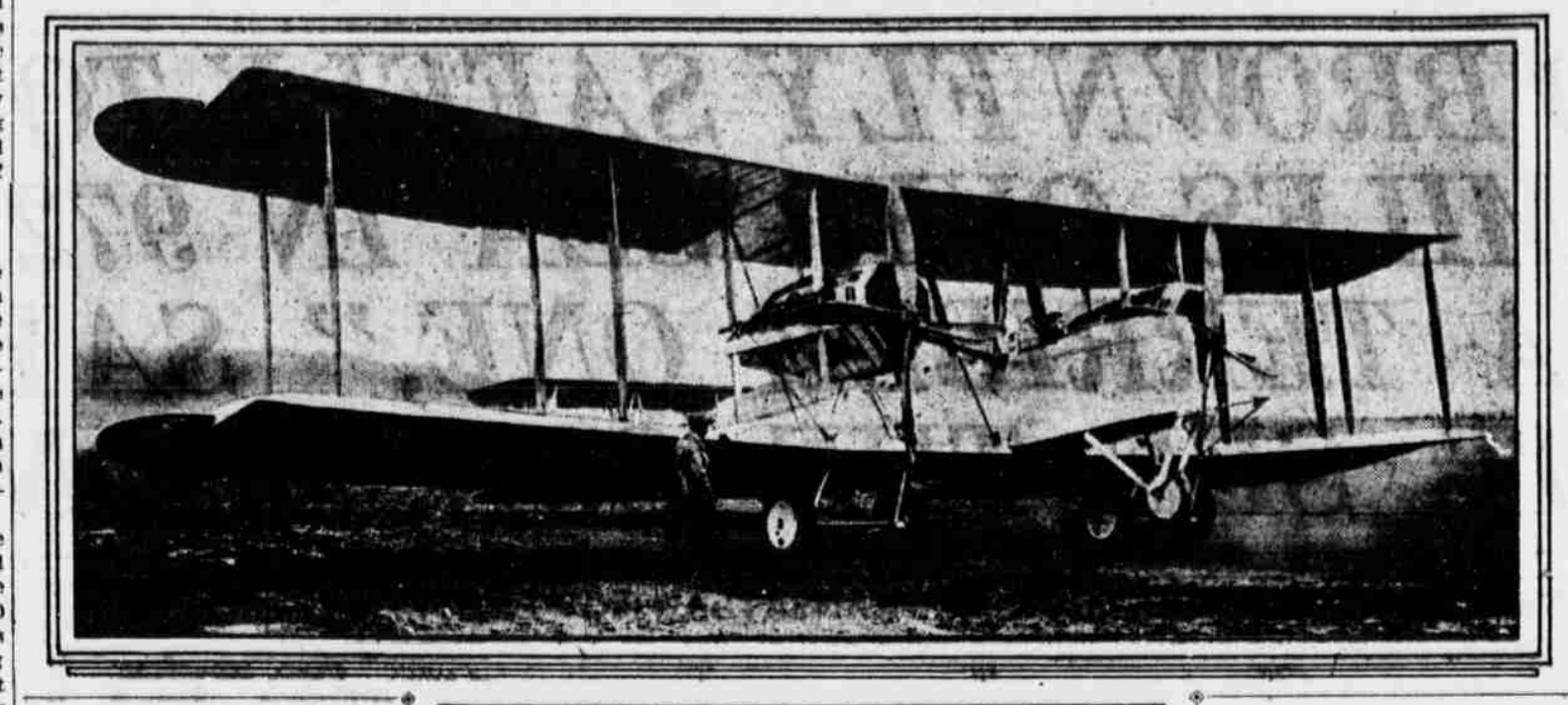
Remarkable as the long flight would be even under perfect weather conditions, it is even more creditable to the dauntless teamates because of the mist which threatened them. Skilled pilots here who have them selves bucked mist and drizzle on the battle front in France are most enthusiastic in their praise of Capt. Alcock, for to them the fog is a real enemy, more hated than by seamen. In that blinding screen Capt. Alcock very easily might have so lost his air developed sense of equilibrium that the biplane would dive straight downward into the sea before either man, lulled by the monotony of the unceasing drone of the motors and the unchanging force of the wind beating upon their helmeted heads, realized anything was wrong.

Brown's Task Made Difficult.

To Lieut. Brown equal if not greater praise is given, for his was the difficult task of heading the swaying, wind tossed airplane direct toward Ireland. He had to face and vanquish the ordinary difficulties of navigation and then the multiplied difficulties of taking sights in the unstable craft, of calculating the varying speeds and of figuring the direction and speed of the wind by observing how far from the true course the plane drifted. This latter he could only determine by the rough method of watching the foam of a whitecap north the plane to see whether or not it disappeared behind them in a direct line. The mist must have prevented him from seeing the sun or stars for some time at least, so that he was compelled to keep track of the position of the speeding plane by deck reckoning. As the Vickers bomber was changing its position at the rate of two miles a minute this required agile handwork.

What is considered here the most remarkable feature of the whole epoch making flight is the fact that Lieut. Brown's navigation, beset by all these difficulties, was absolutely accurate. The Vickers men were aiming for Clifden from the start.

BIPLANE WHICH MADE TRANSOCEAN FLIGHT



They had selected the town because it was about the centre of the western coast line of Ireland, and they feared to miss the island entirely. Ireland is a fairly large mark, but it is a difficult one to hit from almost 2,000 miles away.

Never Had Navigated a Vessel.

Many skilled naval and merchant marine officers here, who have had their own difficulties on the stable bridge of big ships in making a landfall where they expected to do so, shook their heads diametrically after the start of the flight when they learned that Lieut. Brown never had actually navigated a ship in his life and had merely studied navigation as a hobby, a study to take his mind off the engineering problems with which he was accustomed to wrestle before the war.

No man, they said, no matter how brilliant, could understand navigation unless he had stood upon the deck of a ship with the responsibility of bringing it and its people safe into harbor. But Lieut. Brown brought his craft safe into port as surely as if he had commanded a liner for years.

Capt. Alcock jokingly had remarked in Newfoundland, it is said, that he and Brown would "hang their hats on the Clifden aerial." That prophecy might have been fulfilled in all seriousness had the transatlantic voyagers wished, so true was their course toward Ireland. And not one of the wireless men, bursting with the enthusiasm they were endeavoring to restrain in accordance with Anglo-Saxon traditions, would have frowned upon the decoration of their great plant by the four despairing victors.

That nowhere in the great Atlantic did the Vickers plane wander far from the course determined upon by Lieut. Brown is shown by the short time in which the flight was accomplished. From twenty to twenty-two hours was the time set by the fliers themselves before the aerial voyage. They beat their own estimate by four to six hours, so their path must have been straight and sure, indeed.

They Set a Rhomb Line Course.

Alcock and Brown had determined to disregard steamship lanes with the possibilities of rescue if the motors faltered, and steer a straight, or Rhomb line, course for Clifden. They were staking everything on the ability of their plane to make the trip, and they did not wish to add unnecessary mileage to the journey even to give themselves what could only be called a sporting chance of rescue if they failed.

Even when, somewhere over the banks of Newfoundland, the tiny wooden propeller operating the engine of the wireless was blown away, leaving them cut off from all communication with the rest of the world, preventing them from calling for rescue to all ships within a radius of 250 miles, and leaving Lieut. Brown unable to check up his reckoning of position with any vessel they passed, even then they persevered in trusting entirely to their motors and plans.

Even the dauntless Hawker kept nearer to the steamship lanes than the Vickers fliers, and to this he and Commander Grieve probably owe their lives. But the Vickers fliers aimed straight as an arrow at the mark at Clifden. The fact that no ship during day or night reported hearing them shows how far from steamship lanes they set their course. Apparently the men came to an agreement somewhere on the course, as silent agreement or an agreement shouted lip to ear above the thunderous roar of the motors and the shriek of the wind—to do away with every possible provision for safety on this already super-hazardous journey which might interfere with success. They would win or die. They won.

Carried Black Cat for Luck.

Like many other airmen, seamen and men of every trade whose lives depend in large part on their skill and daring, and upon that something vaguely known as luck, chance or Providence, Capt. Alcock and Lieut. Brown were superstitious, possibly jokingly so, but superstitious nevertheless. They carried with them in the crowded cockpit of their plane two black cats for luck—cock cats of the Halloween type—to speed their plane. Certainly if the fliers would succeed, for cats lower water in bulk as little as fliers low fog. The black cats apparently earned their passage, and, no doubt, a very hearty breakfast of Irish bacon.

In the rejoicing of the crowds who read the extra editions of the London papers there was at first an element of doubt. They remembered the first report of Harry Hawker's fate; that he had fallen but forty miles off the Irish coast, and that his biplane was still floating, and so asked, even as they scanned the headlines, "Is it true?" The joy of the plain people of the capital, the men who fought the war in the ranks and now are keeping shops, working in the industries, was equally divided between thankfulness that the men themselves were safe and pride in the glory their achievement gives to England.

The feeling here is that the exploit of Capt. Alcock and Lieut. Brown in a British made plane brings Great Britain on a level once more with the United States, which won first transatlantic flight honors when Lieut. Commander Read's American naval seaplane blazed the way from Newfoundland to the Azores, to Portugal and to England.

In this flight, however, there is much glory for the United States as well as for the empire. If the plane was built



Lieut. Arthur W. Brown of the British Flying Corps was born in Great Britain of American parents. He saw much active service in the war and is himself a skilled pilot as well as a radio operator and navigator.

lish made, nevertheless the airplane is an American invention. Although both Capt. Alcock and Lieut. Brown are officers of the British Air Force, Lieut. Brown is nevertheless an American on his own say so, although his citizenship may be somewhat complicated by his membership in the British Air Service. Lieut. Brown was born in Glasgow of American parentage and elected American citizenship on coming of age twelve years ago, but has spent most of his life in England. He is said to be engaged to a daughter of a fellow officer of the Air Force. He will spend his share of the prize money in a honeymoon tour about the world and will then return to America to take up his career as an engineer.

Just when the two fliers will reach London is not known, but a royal reception, now being prepared hurriedly by the Ministry of the Air, will be given them when they do come. They should be here by Tuesday at the latest, it is said, unless they elect to remain with their plane until it is repaired and fly to London in triumph.

Alcock Remains With Craft.

It was reported from Clifden that Capt. Alcock and Lieut. Brown left the little town of Clifden for the city of Galway, forty-three miles to the east, and that Lieut. Brown would continue from there direct to London, while Capt. Alcock remained to fly the machine to Brooklands. He will give an exhibition flight over London.

Although entries for the Aerial Derby, consisting of flights around London, of which Lieut. Brown is the manager, will be asked to compete. Whether the condition of the machine will permit this is not known. The honor of first welcoming Capt. Alcock home is desired by Manchester, his home town; but it is probable that he will come to London first.

Only the manager and a few workmen were on duty at the Vickers plant, the factory where the Vimy-Vickers airplane was built, but these were wildly excited by the news of the rapid flight of the plane.

"We always thought a lot of Capt. Alcock here at the works," the manager said. "He was very popular personally, and the enthusiastic way in which he worked in preparing his machine inspired us all. We do not know Brown so well, but Alcock knows him and had every confidence in him."

Small Excitement Created.

For men who had undergone the incredible strain of sixteen hours at top speed without landmarks or wireless guidance, and who were forced to make a landing on, to them, an uncharted island, it was hardly a gala occasion. The Marconi plant at Clifden furnished a recognizable goal. They circled about it and took their chances at alighting in a bog, and came off with smaller damage than Lieut. Brown when he descended outside of Dover Castle from his then memorable feat of crossing the English Channel.

How swiftly the history of the air has marched is illustrated by the fact that today's milestone excited scarcely more amusement in England than the Frenchman's adventure.

Yesterday the names of Alcock and Brown would have been practically unknown by the British public, to whom Hawker and Grieve were almost better known than their Generals and Admirals. Their undertaking had been comparatively little advertised. Nor had it the appealing features of suspense and human sympathy which the fate of Hawker and Grieve commanded.

Most of the Sunday morning papers gave greater prominence to the divorce suits of society announced Saturday than to the launching of the Vickers-Vimy machine from Newfoundland.

Hopes of success were not running high among the airmen who discussed

After all, the military aspect has furnished the great incentive to advances in aviation, and have developed the art further than the civilian, or to speak more exactly, the commercial side of the game. If we had depended entirely on the commercial aspects of aviation to develop the art I doubt if we should have far as well as we have with the impetus given the game through military necessities.

Senator Harry S. New (Ind.), member of the Senate Military Committee, said: "I am not surprised, and of course am immensely pleased at the success of Alcock and Brown in the first non-stop flight across the ocean. To be frank, the passage of the ocean has come a little sooner than I had expected, but it has long been certain that it could and would be accomplished. The big achievements of this spring by American and British fliers are simply the demonstration that aviation as a proposition of genuine utility has arrived. This merely makes that much conclusive."

Sees Speedy Development.

"The time of regarding long distance navigation of the air as a dream is past. There remains only the race among nations for leadership in its commercial, military and scientific development. We will now have a rapid development of interest in this country in the further phases of this development."

"I have now drawn and will introduce in the next few days a bill to create a Department of Aeronautics. I have already moved for the creation of a Senate Committee on Aeronautics. The resolution is before the Rules Committee and the chairman, Senator Knox (Pa.), tells me he favors it and anticipates the committee will report it soon."

"I have been holding back the introduction of my bill until I know whether we were to have such a committee or whether it would have to go to some other body. I put an aviation measure on the military bill in the Senate last session, and the one now to be introduced will be along the same lines but broader in scope."

"It is necessary that aviation as a whole be under one control. The military, naval and utilitarian aspects must all be in the nature of things controlled by a central authority. We must keep in mind always that aviation dealing with most factors than air and heavier than air machines is destined to a development in the next generation comparable to that of the automobile in the last and the railroad in the one before that. Aviation may not play as vast a part in the world as railroad transportation, but it will certainly be one of the great factors fully comparable to motor transportation."

"In twenty-five years from now we will look back to these trips across the ocean as the year 1819 will be forever peculiarly marked in history, and we will smile as we read of the elemental machines with which the trip actually could be made."

U. S. NAVY IS QUICK TO PRAISE FLIGHT

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is not increased in the naval appropriation bill."

Gen. Menoher, Chief of the Air Service, United States Army, said:

"I am very glad they have succeeded. There is only one thing that can be said on such an occasion and that is 'hurrah!' It is a great achievement when a bomber can fly across the Atlantic inside of a day and a night. It shows that Hawker had the right idea. The only trouble with his flight was that he had the element of bad luck in mechanical difficulty which forced him to bring his plane down. The element of luck was with Alcock and Brown in that they did not have difficulties of that sort."

"The flight of the Vickers-Vimy machine on the top of the splendid performance of the NC-4 shows that the plan for the spanning of the Atlantic by air was feasible from the start. As soon as I reach my office to-morrow I will cable my personal congratulations to the two British fliers."

Rear-Admiral David W. Taylor, Chief of the Bureau of Construction and Repair, said: "It was a fine attempt and splendid achievement and deserves congratulations from all. They took a sporting chance and won."

Representative Kahn (Cal.), chairman of the House Committee on Military Affairs, said: "It is a great feat and America will congratulate the Englishmen on their splendid flight. Our own aviation service will be the first to acclaim the achievement of these men. But our own airmen are going to better that record. I do not doubt the ability of Americans to make the same trip in even shorter time. We will hear from our own countrymen in the near future."

Discussing the future of military aviation and the fact that the aviation appropriations estimates were materially reduced in the bill recently passed by the House, Mr. Kahn called attention to the fact that much of the money asked for purchase of land and not for work or improvement of engine and machines or for training aviators.

Will Make Service the Best.

"I am satisfied that when the army is reorganized," he said, "as it will be during the present Congress, everything will be done that can be done to make our air service as efficient as any in the world and possibly a little more so. Much has been said on the subject of consolidating all air services. There is much in favor of this and something to be said on the other side. That question must be threshed out and settled before a permanent air policy can be determined upon."

"The most important angle of aviation at present is the military side. We have plenty of ambitious military aviators the civilians will be able to learn from them many things of value."

OTHERS TO START OVERSEA FLIGHTS

Aviators Now at St. John's Hope Prize Will Be Offered for Speed.

CONGRATULATE MULLER

News of Vickers-Vimy Success Came Sooner Than Expected.

Special Despatch to The Sun.

St. John's, N. F. June 15.—Neither the failure and narrow escape of Harry Hawker and Mackenzie Grieve nor the success of Jack Alcock and Arthur W. Brown in spanning the Atlantic have halted the preparations of the other transatlantic aspirants here to hop off on the great flight.

That was apparent to-day when, after showering hearty congratulations upon P. M. Muller, the representative of the successful fliers here, the pilots who have not yet jumped off announced that their own attempts would be made despite the fact that there is no \$50,000 prize or the glory of first crossing the Atlantic in a single flight awaiting them.

The crews of the other airplanes now here, after welcoming sincerely the crossing of the Atlantic, a feat which all airmen have hoped would shortly be accomplished, turned their attention to their own altered situation. Not one of the men here likes the idea of tamely shipping his plane back to England on a steamship, instead of following the trail of Alcock high over the Atlantic.

The transatlantic aspirants now discussing an aerial battle for the fastest time across the big gap, although all admit that the mark set by Capt. Jack Alcock, approximately two miles a minute, will be very hard to beat. They hope that they can interest their companies in a transatlantic race, and are confident that private enthusiasts, or possibly the British Air Ministry, will put up prizes to stimulate interest in the dash.

News Was Unexpected.

The first news of the successful termination of the flight came some hours before even the most hopeful expected to get word. The silence of the Vickers-Vimy radio had shaken the confidence and chilled the hearts of even the most stout hearted supporters of the Vickers-Vimy team, but none would outwardly admit anything more than the failure of the radio apparatus.

The news of the arrival at Clifden dashed by cable to Mr. Menoher, representative of the *Daily Mail* in this country, at 8 o'clock this morning and instantly spread around the town aroused great enthusiasm among the staid Newfoundlanders as well as among the flying colony.

The cable contained little information save that Alcock and Brown had landed safely. A little later came additional news of the wireless generator having failed and the plane having made a "crash" landing. The pilots here agreed that Capt. Alcock must have been hindered in some way either by rough country or by fog or otherwise he would have brought his plane down lightly.

Despite the joy expressed on all sides by the fliers and their supporters and followers, the news was treated as such as was possible as entirely to be expected, although the more emotional found it hard to take this view after the long hours of tense waiting.

"They made a jolly good trip and must have had a fair wind all the way," was the way one young pilot put it. "They travelled much faster than I anticipated."

Other comments were on much the same order, but with liberal praise of the plotting of Capt. Jack Alcock and the navigation of Lieut. Brown. They were a great team the pilots agreed, and praise of Lieut. Brown, an American, was just as hearty as that of

Capt. Alcock, a Britisher. It was the skill of the venturers, not their names and endurance, that was congratulated.

Mr. Muller led the enthusiastic outburst of commendation that was bestowed upon the successful fliers by their friends here. "We really know nothing of their achievement yet," he said, "and likely will not hear much from them until they have had a good rest. That our undertaking would be successful or not was associated with it ever had any doubt. We had implicit confidence in our men and the same faith in our machine. The men had the experience, the skill and the endurance. As pilot and navigator they stand at the top of their profession. The result of their adventure has shown that our confidence was not misplaced. It is self-evident from the time consumed on this trip that both pilot and navigator performed their tasks with the highest efficiency and skill."

Capt. Frederick Raynham, pilot of the Martinsyde machine, which has been here for many weeks awaiting the opportunity to hop off on the cross-ocean quest, said that announcement of success for Alcock and Brown held no surprise for him. "I never had any doubt what ever but that they would succeed," he said. "We are all proud of the great achievement and of the men who accomplished it. Alcock and Brown, though they may be the centre of the world's thoughts, are likely to be the least noticed of their success. In spite of I heartily shake their hands and congratulate them."

Major Brackley, pilot of the big Handley-Page plane, said: "It was a splendid effort and a great achievement by Capt. Alcock and Lieut. Brown, to whom my most sincere congratulations go out."

Major Brackley received his training as an aviator from Capt. Alcock. Apparently Capt. Alcock held the same deep rooted confidence in his success before he hopped off as did those of his friends here who acclaimed him as soon as they heard he had made the crossing. His thoughts, however, were centred chiefly upon the future of transatlantic aviation, for just before he started his flight he told a reporter for *The Sun* that he was certain a successful flight by him would mean but the commencement of permanent transatlantic aerial navigation.

"We shall blaze the first direct non-stop aerial trail across the Atlantic," he said. "Others will follow in quick succession. I have no doubt but that I will be crossing in both directions in a Vickers-Vimy before very long. Regular service will be established. Present day planes are fully capable of navigating the course from Newfoundland direct to Ireland under normal weather conditions. Improvements in the planes will meet the difficulties which the succeeding voyages will disclose and weather probably will cause less delay than we now anticipate."

Another aspirant for transatlantic flying honors reached here to-day. He is Major Fiske, a representative of the Boulton Paul Aeroplane Company of London, who is seeking an airframe for two machines which his company is sending here and which are expected to arrive within a week. Major Fiske said the planes will get off as quickly as possible after they are assembled. He looked first at the Vickers aerodrome, but thought it would not be suitable for the planes his company is sending over, and then went to Harbor Grace to inspect the Handley-Page Field.

In all probability the expected hop off of the big Handley-Page machine will have to be delayed for at least another twenty-four hours. Four new radiators must be installed and after that work is finished she will have to put through another trial flight. Work on the radiator installation was halted to-day by rain, so that it seems impossible the flight can start before Tuesday afternoon.

HAIL FLOW OF U. S. DOLLARS.

British Press Laud Aid Suggested by American Bankers.

Special Wireless Despatch to The Sun.

LONDON, June 15.—British newspapers comment favorably upon the announcement by American bankers that United States dollars must be poured out for European construction.

It is pointed out that while Britain may obtain vast sums through loans, such as the one now being floated and also by heavily taxing the people, these must be outside aid, which can come only from America.

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